

# Wickiup Junction

REFINEMENT PLAN



## Outreach and Engagement Summary

Prepared for

Oregon Department of Transportation, Region 4

Prepared by

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# Table of Contents

Introduction .....	1
Overall Participation and Notification.....	1
Outreach Opportunities .....	2
Virtual Workshop .....	2
Virtual Public Event .....	2
Newsletter and Mail-in Survey .....	3
Feedback Summary .....	3
Virtual Workshop, Public Event and Concept Development Newsletter .....	3
U.S. 97 Overview and Alternatives.....	3
Regional Circulation .....	4
Local Circulation .....	5
Intersections .....	6
Weigh In!.....	7
Email Comments .....	8
Demographics.....	8
Race/Ethnicity .....	8
Language .....	8
Age.....	8
Household Income.....	9
<b>Appendix A: Virtual Workshop and Concept Development Newsletter .....</b>	<b>13</b>
Are there other highway (U.S. 97) improvements the project team should consider? .....	10
Virtual Workshop .....	10
Concept Development Newsletter .....	11
Are there other regional circulation improvements to consider? .....	15
Virtual Workshop .....	15
Concept Development Newsletter .....	16
Are there other local circulation improvements to consider?.....	18

Virtual Workshop .....	18
Concept Development Newsletter .....	19
Are there other intersection improvements to consider?.....	21
Virtual Workshop .....	21
Concept Development Newsletter .....	22
Do you have additional comments on the Wickiup Junction Refinement Plan? .....	25
Virtual Workshop .....	25
Concept Development Newsletter .....	27
<b>Appendix B: Email Comments</b> .....	<b>31</b>

## Introduction

ODOT, the City of La Pine, and Deschutes County conducted outreach activities between June 19 and July 3, 2020 to solicit feedback from the community on a series of proposed improvements to U.S. 97 through Wickiup Junction. The proposed improvements address needs identified for U.S. 97 and its intersections, local and regional circulation, and multimodal options.

Outreach activities were amended to encourage community feedback during the COVID-19 pandemic and included a variety of online engagement opportunities and a mail-in survey.

Information presented in this summary does not represent a statistically valid survey. Rather, feedback has been compiled from a variety of sources and will be considered broadly by the project team and Refinement Plan advisory committee.

## Next Steps

Feedback received through this outreach period will be reviewed by the project team and Refinement Plan advisory committee and considered as the draft Refinement Plan is compiled. A Preferred Alternative based will be presented in Fall 2020.

## Overall Participation and Notification

To gather feedback on proposed Refinement Plan alternatives, the project team developed a virtual workshop and public event to gather community feedback. Additionally, a newsletter was mailed to all addresses in La Pine, Oregon that included a mail-in survey.

Overall, the project team received comments from 154 people. Of those comments, 133 people responded to the survey in the virtual workshop and mail-in survey, 19\* people attended the virtual public event and two comments were received via email.

*\*Note: This is the number of locations that registered and logged into the public event; locations may have had more than one participant.*

Community members were informed about the virtual workshop and public event via the following:

- Newsletter and mail-in survey to residents within the City of La Pine city boundaries
- Advertisement in WiseBuys
- Email to stakeholder and interested parties list
- Fliers posted on local community boards
- Posts to the following Facebook group pages
  - La Pine Community Forum (Oregon)
  - La Pine Community Forum
  - La Pine 97 Commuters
  - What's "REALLY" Happening in La Pine?

- What's Really Happening in La Pine - \*READ THE RULES\*
- Posts to the ODOT and City of La Pine Facebook pages
- Posts on the project website
- Radio & TV promotion and interviews
  - KSJJ (radio), KBND (radio), KTVZ (tv)

## Outreach Opportunities

### Virtual Workshop

The virtual workshop was intended to provide community members with a project overview and walk participants through each of the alternatives being considered. This online event included six stations with overview and informational videos, as well as commenting opportunities for each topic area. The stations included:

- **Project Overview**
  - Participants were able to review the project up to this point, the definition of a refinement plan, why the refinement plan is needed, and the area the refinement plan covers.
- **U.S. 97 Overview and Alternatives**
  - Participants were shown a short overview video explaining the highway improvement alternatives and were given the opportunity to review the potential improvements and provide feedback.
- **Regional Circulation**
  - Participants were shown a short video explaining the needs for regional circulation in the project area and the proposed improvements and were given the opportunity to provide feedback.
- **Local Circulation**
  - Participants were shown a short video explaining the needs for local circulation in the project area and the proposed improvements and were given the opportunity to provide feedback.
- **Intersections**
  - Participants were shown a short video explaining the needs and proposed intersection improvements in the project area and were given the opportunity to provide feedback.
- **Weigh In!**
  - Participants were directed to an open comment box to submit any additional comments on the Refinement Plan. Additionally, participants were asked to provide demographic data and given instructions on how to keep up to date on the project as it progresses.

### Virtual Public Event

On July 25<sup>th</sup>, 2020 from 6:00 – 7:30 p.m., the project team hosted a live virtual presentation to share the key elements of the virtual workshop and answer questions from the public.

Participants were required to register ahead of time. A total of 19 registered participants joined the meeting and provided feedback on each of the alternatives through live polling, through the chat feature, and during the Question and Answer portion of the meeting.

Results of the live polling are included in the feedback summary section below.

To view a recording of this meeting, visit:

<https://register.gotowebinar.com/recording/8203155396492840207>

## Newsletter and Mail-in Survey

A newsletter was distributed to all residents within the La Pine city boundaries that included information about the refinement plan and the ability to feedback on proposed alternatives.

With the informational section, the newsletter aimed to provide an opportunity for community members, including those who couldn't engage online, to learn about what is being considered with the project. This section introduced the project, presented highlights of existing and future conditions, provided a map of the intersection improvement location and circulation alternatives, and explained the highway improvement alternatives.

With the feedback section, recipients could respond to a series of questions that mirrored the virtual workshop and mail in responses to the project team.

## Feedback Summary

### Virtual Workshop, Public Event and Concept Development Newsletter

This section summarizes the feedback received through the virtual workshop/public event and the mail-in survey. **The graphs for each section include only the responses from the virtual workshop**, the newsletter did not contain those questions. Responses do not represent statistically valid surveys. Rather, feedback presented herein will be considered by the project team as refinements are made to the improvement options under consideration.

### U.S. 97 Overview and Alternatives

#### ***Do you support the vision of how U.S. 97 could look through Wickiup Junction?***

A total of 44 participants responded to this question (responses only from online virtual workshop). 24 responded "yes" and 20 responded "no".

*Additionally, during the **virtual public event**, participants were asked if they supported the proposed highway cross-section. A majority indicated support with 44% answering "yes" and 22% answering "yes, with some changes." A total of 17% answered "no" and 17% answered that they were "unsure."*

***Are there other highway (U.S. 97) improvements the project team should consider?***

A total of 111 participants from the virtual workshop and concept development newsletter responded to this question. The following includes the most common responses:

- **Finish the overpass**
- **Add traffic signal**
  - **Burgess Road**
  - Rosland Road
  - Finley Butte
  - Wickiup Junction
  - La Pine Street
  - William Foss
  - 3<sup>rd</sup> Street
  - 6<sup>th</sup> Street
  - Recreation Road
- **Ensure the multiuse path is separated from motor vehicle traffic**
  - Use Huntington Road for the bike and pedestrian path
- **Build a bypass around La Pine**
- **Improve business access along U.S. 97**
- **Increase the number of lanes**
- Reduce the speed limit
- Build a pedestrian bridge over U.S. 97
- Increase the number of dedicated, turning, and passing lanes between La Pine and Bend
- Pave Darlene Road

*Bolded text received the most comments.*

## Regional Circulation

***Do you support the regional circulation improvements presented?***

A total of 30 people responded to this question (responses only from online virtual workshop). 20 responded “yes” and 10 responded “no.”

*Additionally, during the **virtual public event**, a majority of participants indicated that they support the proposed regional circulation alternatives with 31% answering “yes” and 44% answering “yes, with some changes.” A total of 13% answered “no” and 13% answered that they were “unsure.”*

***Are there other regional circulation improvements to consider?***

A total of 48 people from the virtual workshop and concept development newsletter responded to this question. Common responses include:

- **Consider installing roundabouts instead of traffic signal**
  - Wickiup Junction
  - Burgess Road
  - Day Road

- **Build a multiuse path off U.S. 97**
  - Huntington Road
  - Darlene Road
- **Finish the overpass**
- **Install more traffic signals on U.S. 97**
  - **Burgess Road**
  - **Day Road**
  - Darlene Road
  - 6<sup>th</sup> Street
  - Rosland Road
- Increase number of lanes through Wickiup Junction
- Eliminate issues related to the railroad crossing
- Pave Darlene Way
- Reduce speed limits

*Bolded text received the most comments.*

## Local Circulation

### ***Do you support the local circulation improvements shown?***

A total of 18 people responded to this question (responses only from online virtual workshop). 10 responded “yes” and 8 responded “no.”

*Additionally, during the **virtual public event** participants were asked if they support the proposed regional circulation alternatives. A majority indicated that they support the proposed regional alternatives with 35% answering “yes” and 35% answering “yes, with some changes.” A total of 6% answered “no” and 24% answered that they were “unsure.”*

### ***Are there other local circulation improvements to consider?***

A total of 59 people from the virtual workshop and concept development newsletter responded to this question. Common responses include:

- **Pave the roads**
  - **Darlene Way**
  - Drafter Lane
- **Add traffic signals**
  - **Burgess Road**
  - Huntington Road
  - State Park Road
  - Day Road
  - Rosland Road
- **Improve turn lanes**
  - Rosland Road
  - Hackett Road
- **Improve business access off U.S. 97**
- Remove the frontage road access to reduce potential bottleneck issues

- Improve the barrier between the frontage road and U.S. 97
- Build an overpass to connect Burgess Road and Rosland Road
- Build/improve multiuse paths
  - Over U.S. 97
  - Day Road
- Reduce the speed limit

*Bolded text received the most comments.*

## Intersections

### **Do you support the intersection improvements shown?**

A total of 30 people responded to this question (responses only from online virtual workshop). 19 responded “yes” and 11 responded “no.”

*Additionally, during the **virtual public event**, participants were asked to provide feedback on a series of proposed intersection modifications.*

- *A majority indicated that they support the proposed modifications to **U.S. 97/Burgess Road** with 71% answering “yes” and 24% answering “yes, with some changes.” No participants answered “no” and 6% said they were “unsure.”*
- *A majority indicated that they support the proposed modifications to **U.S. 97/Frontage Road** with 59% answering “yes” and 29% answering “yes, with some changes.” A total of 6% answered “no” and 6% answered that they are “unsure.”*
- *A majority indicated that they support the proposed modifications to **U.S. 97/Pam Lane** with 53% answering “yes” and 35% answering “yes, with some changes.” No participants answered “no” and 18% said they were “unsure.”*
- *A majority indicated that they support the proposed modifications to **U.S. 97/Drafter Road** with 53% answering “yes” and 24% answering “yes, with some changes.” A total of 6% answered “no” and 18% answered that they are “unsure.”*
- *A majority indicated that they support the proposed modifications to **Huntington Road/Burgess Road** with 76% answering “yes” and 12% answering “yes, with some changes.” A total of 6% answered “no” and 6% answered that they are “unsure.”*
- *A majority indicated that they support the proposed modifications to **U.S. 97/1<sup>st</sup> Street/Reed Road** with 59% answering “yes.” No participants answered “yes, with some changes, 6% answered “no” and 6% answered that they are “unsure.”*

### **Are there other intersection improvements to consider?**

A total of 76 people from the virtual workshop and concept development newsletter responded to this question. Comments in this section were very specific to locations and include:

- **Install traffic signal at:**
  - **Burgess Road**
  - **Rosland Road**
  - Burgess and Day Road
  - Finley Butte Road

- Pine Forest Road
- 6<sup>th</sup> Street
- **Support for intersection improvements at:**
  - Drafter Lane
  - Pam Lane
  - Frontage Road
  - Day Road
  - Finley Butte
  - Burgess Road
  - Pine Forest Road
- **Install roundabouts**
  - Huntington and Memorial
  - Burgess and Day
  - Huntington and Burgess
- Address issues related to the railroad
- Concern about business impacts from improvements at Burgess Road
- Lack of use for a park-and-ride
- Better turn lanes and signals at freight access points (truck stops, etc.)
- Do not implement the proposed improvements for Rosland Road
- Do not implement the proposed improvements at Drafter Lane – expand Pam Lane instead
- Pave Darlene Road
- Use Rosland Road/Frontage Road and close Frontage Road/U.S. 97
- Do not install roundabouts
  - Huntington and Burgess
- Improve turn lanes onto U.S. 97 from Newberry Road
- Improve access points using on and off-ramps
- Keep the traffic signal at Huntington and Burgess to reduce traffic
- Install a roundabout at Huntington and Memorial
- Do not build multiuse paths
- Build barriers between north and south U.S. 97
- Reduce the speed limits

## Weigh In!

### ***Do you have any additional comments on the Wickiup Junction Refinement Plan?***

A total of 37 people from the virtual workshop and concept development newsletter responded to this question. Responses include the following with the most common comments highlighted in bold:

- **Finish the overpass**
- Support for narrowing lanes
- Make improvements with the goal of safety
  - Implement traffic signal to improve safety

- Reduce the speed limit
- Multiuse paths
  - Ensure adequate lighting
  - Connect to Sisters and Bend
  - Build a pedestrian/bike bridge over U.S. 97
  - Ensure separation or take off U.S. 97
  - Build more paths between La Pine and Wickiup Junction
- Roundabouts
  - Use roundabouts instead of signals
  - Do not use roundabouts
- Maintain the current speed limit

Location-specific comments include:

- Right turn only from Frontage Road
- Implement a traffic signal or roundabout at Huntington
- Implement a traffic signal at Burgess and Day
- Eliminate the collector roads between Burgess and Crescent Creek

## Email Comments

The project team received two email comments from the public. The emails (names and contact information redacted) are included in Appendix B.

## Demographics

Participants in the virtual workshop were given the option to provide their demographic information. The results are summarized below.

### Race/Ethnicity

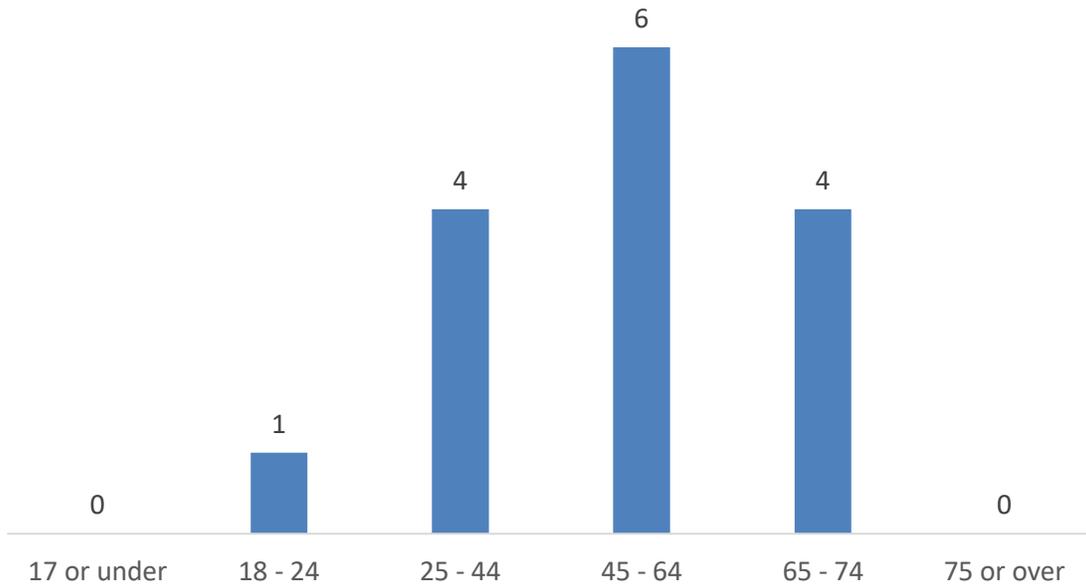
A total of 15 participants provided their race/ethnicity and were given the options of White, Hispanic/Latino, Black/African American, Asian, Native American, Native Hawaiian, and “Unknown/Do not wish to disclose.” Of the 15 respondents, 14 indicated that they are White and one selected “Unknown/Do not wish to disclose.”

### Language

Participants were asked what languages (other than English) they speak at home and given the options of Spanish, Arabic, Russian, Cambodian, Vietnamese, and “other.” Three participants answered this question, two indicated that they speak Spanish, and one indicated “other.”

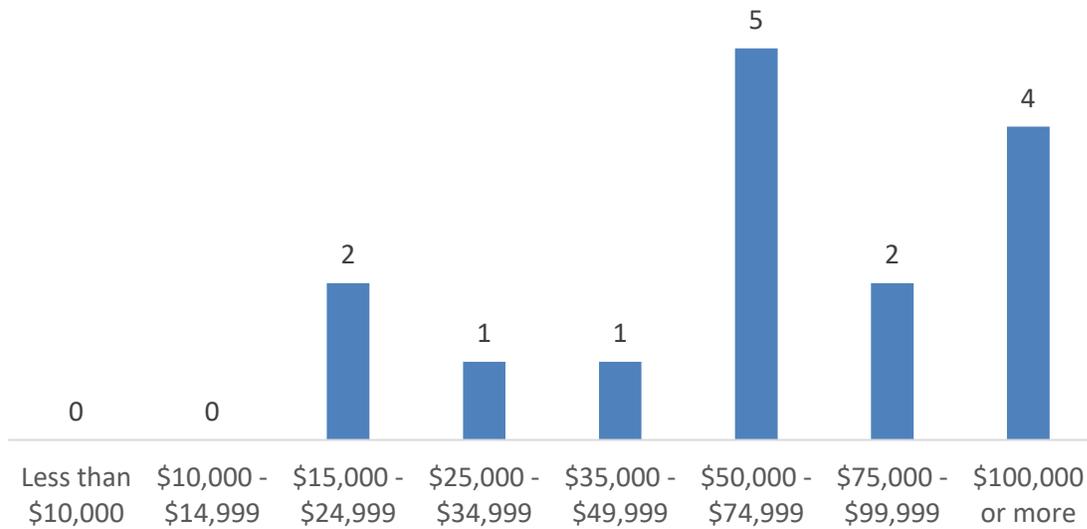
### Age

A total of 15 participants provided their age.



### Household Income

A total of 15 participants provided their household income.



# Appendix A: Virtual Workshop and Concept Development Newsletter Comments

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## Are there other highway (U.S. 97) improvements the project team should consider?

### Virtual Workshop

1	Paving Darlene to keep people off the highway
2	Have any 'multiuse' path be well away from the highway. Not just a narrow buffer. Instead create a trail system that connects to Bend, Sunriver, La Pine. Improve access points to the highway (better and safer intersections) and add more passing and/or dedicated lanes of travel between Bend and La Pine.
3	Create a bypass around La Pine that would have an overpass at the railroad and Highway 31. That way one overpass would eliminate 2 railroad crossings and it would move truck traffic, that is backing up at the stop light in La Pine, around the town.
4	no traintracks, it is very troublesome
5	Speed limit lowered from first street to drafter road. Stop lights added at Rosland road and us 97 stoplight at Burgess road and us 97. Extend Caldwell Dr out to us 97. There are 51 new homes proposed there it will help future subdivisions in that area in the future. This should help relax traffic on Huntington road.
6	Improving (paving) Darlene parallel to 97 in La Pine would greatly reduced traffic at Rosland/Burgess/97 convergence
7	no
8	Yes
9	have Rosland and Burgeis meet up with a stop light
10	No
11	<p>Safe turn lanes for, or the complete elimination of, the Pinecrest Ln/HWY 97 junction South of the Prarie Dr/HWY 97 junction.</p> <p>If turn lanes are a more viable option than a reduced speed limit is needed to ensure safety of all motorists, beginning with a reduction at Prarie Rd/HWY 97 junction. A reduction in speed beginning at this location would also ensure more safety for those utilizing Newberry Volcano recreation activities/facilities.</p> <p>Speed reduction beginning in this area would also pave the way for (possible anticipated) future traffic control devices, in alignment with future (possible anticipated) traffic increases, as more persons move into the region and seek to utilize Newberry Volcano recreation activities/facilities.</p>
12	By pass La Pine, the traffic threw town is ridiculous and unsafe. reducing the lane size, placing cross walks and reducing speed has not helped
13	PLEASE consider some safety improvements at HW& 97 and Newberry Road -- the best would be a roundabout. Thank you.

14	pedestrian overpass
15	I have almost been killed on this section of road multiple times by drivers either falling asleep or drivers' not know how to drive on ice. Having people adjacent to the road is not safe.
16	Two lanes both directions through la pine.  the pedestrian traffic in the wickiup junction area are minimal, but a walking bridge is preferred over the highway and tracks.
17	Pedestrian overpass
18	Finish a bridge over the RR tracks
19	Make it look like part of the city.
20	Finish the overpass! That is the safest solution.
21	Lights for the multi-use walkway path for safety in use at night as well as the effect of visually connecting north and south La Pine into one continuous city.
22	Not sure
23	A light at Hwy 97 and Finley Butte.
24	Blow out to two lanes in each direction from Sunriver exit down to hwy 31 turn off. Lapine has become a bedroom community to bend. Make it easier to commute to bend. Use Huntington for bike paths and pedestrian paths. Less stressful and much more of a scenic atmosphere. Using a bike path or pedestrian path near hwy 97 would be a waste of planning and asphalt. Too much pollution from the trucks.
25	Nix the multi-use path on 97. The pedestrian and bike path should run along Huntington from Sunriver to lapine with a feeder path along burgess to Huntington. Why put bicyclists and pedestrians at risk with that much truck pollution. Seriously.
26	Putting a divider between the Highway 97 and the bike/walkway.
27	Figure out how to salvage the bridge ODOT walked away from.
28	This does not take into consideration the danger that narrower lanes puts on anyone in the center lane. Having lived in La Pine for 23 years and having semi's in both directions pinch one in the middle is not what I would call a "safe" improvement. The "need" for a bike/walking path on the north side of the RR on 97 is almost needless if one actually watched what foot / bike traffic isn't present. Whoever put this plan together does not live here nor are they familiar with the community or its real needs.
29	Traffic lights
30	no
31	Possibly a norther access to the frontage road (Les Scwuab/Wickiup Station)
32	Why would I want to walk in this area? There is nothing of interest and I consider this a dangerous area to drive in let alone walk in.
33	Center medium with bike and walking paths on both sides .
34	Limit access for entry and exit to and from Hwy 97. Maybe use a frontage road.

## Concept Development Newsletter

1	State Rec Road. with LaPine traffic light holding traffic it can take over 5 minutes to get out to go North during Spring, Summer & Fall
2	1. A lane all way to Sunriver!! Would save lives!! 2) A complete bypass of the main 97 through La Pine- Start at Hwy 31 go North to Sunriver (4lanes) over railroad tracks "east of La Pine"

3	97 and Burgess Road needs traffic lights-(RR Tracks?)
4	97 needs to be four lanes wide there to be right turn lanes in La Pine the crosswalk islands needs to be removed in La Pine
5	97 northbound, Left turn lane @ Hachett Drive. Large community w/fire station. NOTE- Washington + California Drivers are a Large part of the Traffic on 97. they do NOT pass on the right. This creates sseriuos hazards.
6	A circle at Burgess & 97 similar to Sisters Hwy 22 with ped crossing lanes and realign Rosland to Burgess south of Gordy's Truck Stop
7	A Left turn lane for Northbound traffic at pinecrest rd south of Paulina Lane Rd. This area is very wide at that point and should be ample to do.
8	A light is needed at U.S 97 & Burgess Rd. in LaPine
9	a signal light @ Burgess and US 97. An exit for the services road where the busnesse are in the Wickiup junction bussness area.
10	A) Don't narrow lanes along U.S 97- It is a major highway. Asking for more accidents. B) Don't Remove Bypass- stabilize the lower Soils.
11	absolutely- a north bound turn lane its needed at the junction of Hacket (River Pine Development) and 97. It's extremely dangerous since 97 has become Wash/California Thorofare.
12	at least put a traffic light in at Burgess and 97. Same needs to be done at Rosland Rd and 97
13	better access to Dallas General store on 97.
14	Build highway 97 to the east of La Pine. The you wont have the problems at downtown La Pine and the Rail Road crossing.
15	Consider putting stop lights at enterance to La Pine st Rec Road off of 97. Also stop light at Wickiup Junction. The groeth we are having it's a challenge to get onto #97.
16	Desperately need a Bypass around La Pine, The traffic North & South gets almost non-stop. The one top light in La Pine, can really back up traffic in both DIRECTIONS!
17	Develop a truck route
18	Divert traffic South of La Pine/HWY 31 over to Darlene way to Re-enter north of Gordy;s Truck stop-having exits where needed. This would avoid the RR crossing and traffic backuo in town.
19	Finish bridge over railroad. Train tracks were loose the vibrate my house when train goes by. Now that they put in new wood and fasteners no vibration on my foundation of house.
20	Finish first side of street scope for Downtown La Pine.
21	FINISH THE RAILROAD OVERPASS.
22	Finish what you started! You abandoned the railroad overpass when settling was detected. This structure will not continue to sink indefinitely. Make necessary Correction to provide proper rail car clearance and complete the project. STOP wasting our money and endangering our lives. We go 6 miles out of our way to avoid the Burgess/97 Intersection.
23	fix the demn projects that was abandoned by grout injection as was done on wickiup project. That makes the most sense.

24	for the immediate future a continuous right turn lane at Burgess and 97 would stop the still blocking by left leading vehicles. The continuous turn lanes could be extended to join the current passing lane. For south bound traffic on 97. this would reduce backup on Burgess.
25	how are these improvements going to improve ambulance & fire getting through when the train is across 97?
26	Hwy 97 in La Pine at Huntington was altered when market of choice went in it is more dangerous now. People heading south who want to enter the market can easily collide with people heading north who turn onto Huntington. That entrance to the market should be eliminated and entrance should only be from Finley Butte RD.
27	HWY 97 needs to be 4 lanes for the entire length of Deschutes county. Lapine and Bend need a bypass and overpass at heavily used intersection with on/off ramps, i.e., Burgess, Vandervert, 1st ST, ETC.
28	HWY 97 North needs a left turn lane
29	it can be a real challenge on 97 where Huntington ends, Finley Butte hits 97 and Towne Pump gas station, Dollar Tree, Grocery outlet all vinyto bet on 97.
30	It is hard to get across the highway at Huntington and Finley Butt Rd. In front of Grocery Outlet. And a light at William Foss and 97.
31	Junction Highway US97 and Vandervert Rd. Too many accidents.
32	Major concern is left turn from Burgess north across HWY 97- a more reliable traffic control at this intersection would be appreciated
33	Make highway 4 lane (lane?) over tracks
34	make HWY 97 a four lane HWY all the way there. That will solve many problems that closing these patch.
35	Maybe ODOT can piss away another 17 million on an overpass of tax.
36	Move 97 east of La Pine maybe Darlene way and come back in South of La Pine
37	Narrower lanes seems to me to be a grave safety issue in the winter months, when road is snow packed and or icy, one needs the extra room in case of slippage or momentary loss of control of vehicle. Could potentially lead to more fatal head-on collisions, especially given that head-ons is already an issue.
38	Need US 97 Bypass LaPine!
39	NO
40	No Bernard 97 left turn lane to master.
41	Our hope is that ODOT would mitigate Wickiup overpass ground sediment faults and complete the project, not to abandoned the project. We don't need another Eddyville.
42	Put a signal at Burgess RD and 97
43	question 1,2,3 ask for (other) improvements- how about focusing on the intersection
44	Railroad crossing @ Wickiup junction
45	Red light at Hwy 97 & 3rd street
46	Reduce speed from 45 to 35 thru Frontage Rd Roseland Rd and Burgess/Wickiup area 2. light at Burgess 3. Widen turning lane from 97 to Burgess
47	Remove the "Eye Sore" for your last failed project.

48	Should close Burgess Rd and move it south to get on 97 and leave south turn lane there for Burgess Rd put in overpass for north Burgess south on Ramp or put traffic light in.
49	signal light At Intersection of McDonalds and Taco Bell should be re-calibrated to reduce back ups on North/South 97. East/West traffic should flow simultanously with with both directions yielding when turning
50	stop light and cross walk at 6th street and highway 97.
51	Stop lights
52	stop lights at HWY 97 and Burgess Road
53	These plan were made by a fool. The same fools who screwed up the overpass. Maybe hire someone with an IQ over 40.
54	This question will pertain to questions 1,2,3 and 4. Yes, all improvements and others have got to be considered. Let each improvement come to a reality and satisfies all.
55	Traffic light or overpass at state Recreation Rd and Burgess Roads
56	Traffic signal at Burgess and 97
57	Turn lane from 97 to Masten. Northbound left turn onto masten.
58	what are you going to do about the bridge to nowhere railroad over pass. that the tax payers paid for?
59	Wickiup Junction is very hard to get onto from Burgess.
60	widen highway 97 to two lanes both ways
61	Yes - Try not to waste another 18 million dollars of tax payer money on this project.
62	yes , the railroad Tracks on 97 Hwy and Burgess. A light or round about won't work in that area. The overpass was a great idea if it had been properly installed. I worked for the Geology Dept. and knew without proper installation it would sink due to water displacement.
63	yes but at least we would have traffic control and not the mad house we have now.
64	YES cut Rumble Strips such as at 138 and 97 all around congested areas along 97. A tangible message to speeders.
65	Yes- don't take away passing lanes - find way to not waste money again
66	yes fix holes in force speed widen road to 4 lanes all up town
67	Yes fix the holes in force speed widen roads to 4 lanes all up town limit signals at Burgess and Day.
68	YES for sure. The railroad overpass needs to be completed, before anything else. For safety reasons alone.
69	Yes pleas see comment below higway 97 has become a death trap!
70	Yes- Strongly support moving the entrance for Rosland Road Further south past the Railroad tracks so that the entrance is opposite Burgess Road. Then- Install Traffic lights. Second best option would be a round about.
71	Yes! A stop signal Light at 97 and Burgess!
72	Yes! One large "round about" (Continous flow of traffic) Install @ wickiup junction use overpass on RR track area! one could locate to only have one portal on the RR track area with extra circle for train crossing vehicle backup at times.

73	yes! Safer entrance onto 97 from State Rec. Red & Vandervert Rd, Double lane all the way from Sunriver to LaPine. NO narrowing or reducing of lanes- traffic is terrible already!
74	Yes! We need a barrier seperating north and south bound lanes of traffic between La Pine area that is a dangerause safty risk for all of us.
75	Yes, Bring Pine forrest Drive thru to HWY 97. Cuts traffic downtown on Huntington.
76	yes, stop light south city limit of LaPine!
77	You don't know? You "R" the experts- I'll say Perhaps Maybe YES-

## Are there other regional circulation improvements to consider?

### Virtual Workshop

1	no
2	no
3	DO NOT REMOVE PASSING LANES!!! We need more, not less! You might consider putting your walking/biking lanes along Huntington or Darlene Way, which has much less traffic than the highway. I regularly see people walking from Cagle across the RR tracks to access businesses north of Wikiup on the east side of the highway...Maybe consider a pedestrian/bike overcrossing in this area??
4	An additional way out of the Lazy River South community just north of La Pine, off of Huntington Rd. via River View Dr. The Lazy River South community extends almost down to Burgess Rd., yet the only exit from the community west of the Little Deschutes involves crossing the Bridge Dr. bridge eastbound over the Little Deschutes. This is dangerous in the event of a wildfire. Please look into this with Deschutes Co. or forward to the relevant agency. Thank you
5	If the proposed traffic signals are added to US97, the area will become a bottleneck due to 2 signals plus a railroad crossing in such a short distance. Local traffic (especially southbound) will look for an alternative to the bottleneck of the highway. Perhaps improvement of Huntington Road between La Pine State Rec Rd and Burgess Road to bypass the current slow and curvy section of the road (Riverview vs Huntington?).
6	Regional circulation improvements should extend into the city of La Pine and connect to current improvements at Reed Rd/1st Stree and HWY 97 junctions.  Regional circulation improvements should be forward looking and include in their scope of view future improvements along Cagle Rd connecting to Huntington Rd, allowing better access for residents living in the area and promoting more use in the local community as a whole.
7	Consider paving Darlene and a good portion if not all of the traffic coming from Newberry Estates would be eliminated at Rosland/97.
8	Light at Rosland is a wonderful idea.
9	finish the rail crossing
10	bike riding or walking on the multiuse path will not be used sufficiently.  Put in a large traffic circle instead of a traffic light.

	Pedestrian foot bridge over highway and tracks would be preferred to hwy crossing. I support removing the passing lane between wickiup and la pine.
11	Finish a bridge over the RR tracks.
12	Lights a Burgess and Rosland is by far the most needed/important for the N La Pine area.
13	Do away with the "Bridge to nowhere" and bring 97 across as a "At Grade" crossing. Make the southern part of 97 into the city center 2 lanes with a proper center divider with plants etc. This changes the 97 route in front of Gordy's and makes a much safer intersection. The rest of the road going north should be made part of the City of La Pine.
14	Traffic circle at Burgess and Day
15	Eliminate RR crossing on HWY 97.
16	The more walking and bike paths, in addition to new road connectors, the better.
17	This will certainly slow traffic down but it appears that there are 2 stoplights proposed, both of which will make traffic back up over the railroad crossing. Not good in any scenario. Also, this will cut off the Wickiup Junction store and other businesses there from traffic. I submitted a while back a plan which would: 1. keep traffic from backing up over the railroad. 2. Make transitions from 97 to Burgess Road safer (speed up entering, slow down exit lanes.) 3. Make the overall intersection of Burgess and 97 safer by moving the "intersection" further south. All this will more than made a stop light unnecessary as a result. This is not rocket science, folks.
18	Traffic lights
19	Traffic lights
20	Roundabout at US 97 and Burgess Rd Intersection
21	No
22	This is totally unclear as to what you are proposing

**Concept Development Newsletter**

1	4 lane divided road from LaPine to Sun River.
2	4 lanes on 97 through the wickiup junction area
3	A beltline for trucks by-passing busy La Pine bus area . 2. are there other regional circ.improvements? - Frontage road is awful road and parking lots defined and its everybody for them selves. - Paulina Lake/East lake Rd intersection local circulation is VERY congested consider a light and reduce speed
4	better room to wickiup-need better access from HWY 97 (truning lane) wider- More exits' for saftey.
5	Bike and walking paths are needed
6	By having more patience and holding off from alternative solutions to RR tracks crossing the HWY @ Wickiup JCT, has it been determined that the vehicle overpass will continue to sink- or might the ground condense and the sinking stop?
7	create a clover leaf at highway 97 and Burgess road as originally designed with modifications to bypass R.R crossing.

8	Day Rd & Burgess should have traffic lights- instead of the Zig saw bunch of lanes no one seems to know who has the "right of way"
9	Do not remove passing lanes in La Pine ( that would be like putting your knee on George Floyd's neck)
10	Downtown La Pine should go back to 4 lanes
11	if not stop light perhaps a round about at wickiup junction.
12	If the project above cannot be accomplished, reroute Hwy 97 to Darwe Way from Rosland Rd to Hwy 32, construct Hwy Interchange at Hwy 97 & Masten Rd
13	install flashing light to alert drivers of HWY 31 to drivers on HWY 97, Helps driver be alert to drivers entering highway.
14	I've lived her 14 years and only had to stop for the train at Wickiuo a few times. I don't see it as a problem.
15	Make highway 4 lain (lane?) over tracks
16	Move Burgess Rd. South to 100yds South of the 4 lane passing lanes. Allows Rt. Turns a merge lane. Allows left turns a berrier protected lan going North.
17	NO
18	NO
19	No Roads
20	Not until it is corrected
21	og 97 and Burgess!!! Why should the residents of La Pine put their "life on the line" just to turn left at 97?? I pray to survive it!
22	OK
23	Pave Darlene from Findley Butte to Rosland Rd.
24	Pave Darlene way and Droftes Road.
25	Payer's Money!
26	Red light at Hwy 97 & 6th
27	Remove or change the placement of the islands in LaPine, Traffic can't turn onto roads & business
28	Rosland & HWY 97 needs a light.
29	Roundabout at Brugess Rd. and Day RD.
30	roundabouts to steadily move traffic without lights (removing stop lights)
31	same as above
32	Same as above
33	Several of our streets enter awkwardly onto 97 now with the new crosswalk areas in the middle of LaPine it is difficult in snowy or icy weather to make those turns safely.
34	the bridge project should be finished. Get'er done!!
35	The intersection of Day & Burgess needs something. A light or a circle. The improvement made did not seem to help make it any safer.
36	We need another stopo light on ashton easton BLvd - by Les Scheab-\$ General.
37	what do "U" speak of? Regional Circulation sounds like a medical relation ship not a road (something)?
38	Whatever happened to the \$12 mil overpass for railroad crossing? Ever consider piling to support the overpass at the existing location? Should probably research auger cast piling since they are a skin friction piling vs. end bearing

39	yes need solid ground to build roads on so money not wasted.
40	Yes Pine Forest Dr people drive to fast
41	yes Pine Forest Dr people drive to fast
42	yes we would have to desal with the RR tracks, but you would have lights,and gates to deal woth that.
43	YES!
44	Yes, above.
45	Yes. Traffic light at Burgess and Wikiup and safer lane for left turns onto burgess from 97. Many parents and Cildren need safe access to school and turn there oftern w/icy roads and cars apporching head on- not safe.
46	you have already made up your mind on what your going to do so this is all Bull-S--T--

## Are there other local circulation improvements to consider?

### Virtual Workshop

1	no
2	The frontage road access needs to be closed and removed. It creates a bottle neck and a hazard for vehicles trying to turn in off of the highway and trying to get out onto the highway. Access from Rosland Rd and the new backage road from Pam Lane would allow adequate access.
3	I support in general the plan, but I think Rosland Rd should be closed where it connects to the highway and a better intersection created at Tracy Rd and the highway instead to move the access farther from the RR crossing. Create better turn lanes in and out at this point and or a traffic control device there. Also, need a better barrier between the frontage road and the highway. Plants obscure the access points now making it hard to tell where to turn. The frontage road also needs improved and Drafter Rd. needs improved.
4	nope
5	paving drafter and using it would be the best
6	Yes
7	<p>Pam Lane should be right in, right out only. With an island to deter motorists from attempting left turns. Extending Pam Lane to Tracy Rd would help encourage correct flow of traffic as motorists begin their egress from the local businesses.</p> <p>The frontage road should also be right in, right out, only. Or better yet sealed completely off and the backage road would then serve as business access. This prevents too many roads from having a right/left connection to HWY 97 in such a limited area and ensures the traffic control signal planned for Rosland Rd/HWY 97 junction can meter in traffic accordingly and expediently without motorists attempting to turn left and "beat the light" or beat the next wave of vehicles coming down HWY 97.</p> <p>Drafter Rd and Rosland Rd would both serve very adequately for allowing left turns onto HWY 97, and Drafter Rd could serve as a future potential site for another traffic control signal with future city growth and expansion.</p>

	The frontage road connector between Tracy Rd and Rosland Rd should be eliminated to reduce the potential for accidents and backed up traffic onto HWY 97 from motorists attempting to turn left onto it or drive across Rosland Rd. Driving another 100' down Rosland Rd to turn left onto Tracy road is not that large of an inconvenience.
8	bypass 97 east of business area, connected to rail crossing
9	traffic circles instead of lights.
10	If the (7 RR Crossing was an At Grade where the "Bridge to Nowhere " is now, (7 could be moved to Drafter road and exit the city to the north.
11	no
12	No
13	you failed to make your case with any of the options

## Concept Development Newsletter

1	1. the area S end of Huntington and 97 across ( fromoutlet) very congested and chaotic consider a light 2. consider a round about at Day Rd and Burgess- dangerouseintersection.
2	3 if goes here = North Bound turn lanes at Hackett and HWY 97.
3	A second exit road from Bridge Dr- a new bridge & road from south end of Bridge to Huntington Rd. Its an extreme evacuation danger as well.
4	Advertise to tell Californians and Washintonians to stay in there states.
5	An emergency road needs to be created for when Hwy 97 closes due to accidents.
6	An Overpass connecting Burgess Rd and Rosland Rd
7	And remove the stuff in the middle of the highway in town (front of La Pine Inn & Dollar Tree) that people want to drive over or run into.
8	Burgess & Day Rd- add a round about - people will run traffic light there they need forced to drive slower (accidents there prove they drive too fast & no attention)
9	Burgess road exit off of HWY 97- stop lights? For access
10	crosswalk/bike crossinf between overpass (or underpass?) between newer developments/ Rosland Elementary and East side of HWY 97(Gordy's, DQ, Ponderosa Pizza)
11	Desperately need Day Road widened- people walk and ride bikes on the Road, which makes for a highly hazardous situation. After widening Day Road, add a bike path.
12	Huntington Road from La Pine (city) to Burgess Rd should be rerouted to reduce traffic and speed limit reduced.
13	I want paved roads on Wright Ave and our surrounding neighborhoods!!
14	intersection of Pine forest Dr burgess and day road.
15	Just stop lights
16	keep Hunting rd north of Burgess the same.

17	Keep the passing lane between wickiup and La Pine!!!
18	La Pine arbitrarily amended the subdivision area north of Burgess. Residents in that area are subject to fees and charge the same. The Residents south of Burgess, but do enjoy the paved street that, they enjoy. La Pine should enjoy the street in the summer in Burgess area as they mostly impossible during the winter months.
19	Make highway 4 lane (lane?) over tracks
20	Maybe Burgess Entering HWY 97
21	Need a light at the south Huntington/Finley 97 mess!! Some type of future traffic control on Huntington in the area of low income housing! Development south of Crescent subdivision across St Charles medical clinic- Will be a high traffic area after development.
22	need MORE dust abatement on Darlene Way between Finley Butte and HWY 31
23	NO
24	No more road work
25	Not until it is corrected
26	OK
27	Pave Darlene from Findley Butte to Rosland RD.
28	Paving Darlene way will take traffic off HWY 97.
29	Put a bypass route around Lapine and Wickiup Junction now that flows traffic away from downtown and while there is still private land available to build on- no overpasses needed just do like "Redmond" and build the alternate route away from both towns- eliminate the bottleneck before it happens.
30	Red light at Hwy 97 & Burgess
31	Roundabout at Burgess Rd. and Day RD.
32	same as above
33	Same as above
34	Same(?) (underlined "Local Circulation")
35	Stop light at State Park Road and HWY 97
36	Stop lights at Burgess and Day. Please
37	The latter in question #2 will reroute commercial truck traffic and lessen the impact to bike and walk traffic within downtown Lapine
38	The post office area combined bmart and other businesses in that area needs to adequate turning lanes or the light needs to be changed at ace intersection to a more central location to help with all traffic movement in that area. Perhaps another light just north of senior center would help with school and apartment housing traffic too.
39	Traffic light safe turn lanes @ Rosalands and Wickiup Separate highway lanes - safe place for children to wait for school buses and lighting so they are visible and safe please.
40	turn lanes. Traffic controls with indicators that are not set at specific time frame. Vision controlled responding based on road flow

41	yes bypass for taks and through traffic est of Town.
42	yes Pine forest Dr. Day Rd off Durgess Rd Need speed limit
43	YES Route Northbound trucks from the track stop onto drafter Rd. They then join 97 N by the discontinued Passing lane to merge.Helps Tracey/97.
44	yes same intersection desifn as Rees Rd. to the south
45	YES!
46	Yes, above.

## Are there other intersection improvements to consider?

### Virtual Workshop

1	no
2	I support the Drafter Rd, Pam Ln and Frontage Rd turn lanes. I do not support the Rosland Rd improvements. Like I said before, I believe the public would be better served if that connection was removed and moved north to a new and improved Tracy/Frontage/97 intersection, possibly with traffic control device there so it would be farther away from the RR tracks. I am very concerned about the loss of business Wickiup Jct. store would have from the proposed realignment of Burgess. This is a very busy place now, but loss of access could spell doom. I also don't think the park and ride would be utilized as much. I do support the round a bout at Huntington/Burgess!
3	no
4	The turn into Gordy's Truck Stop should have a traffic light to prevent accidents.
5	Improving (paving) Darlene would greatly reduce congestion at Rosland/97 intersection. Also, coordinate signals and include railroad crossing signal
6	I support some of the proposed improvements. Not Drafter/US97. Expand proposed use of Pam Lane instead. Frontage road/US97 should be closed and Rosland Rd/Frontage road used instead.
7	Yes
8	Yes
9	We do not NEED or WANT roundabouts in La Pine, especially next to a daycare and on a road that happens to have an elementary school and driveway outlets on all 4 sides, that serves as a major artery to several lakes as well as cascade lakes HWY and residential areas. Keep that crap in Bend where it belongs!
10	We need a right-turn lane on (west-bound) Newberry Road and 97. We need a roundabout at Newberry Road and 97 -- traffic is way TOO FAST at that intersection to safely turn in. The left-turn land on 97 to turn east-bound on Newberry Road is way, way, way too short. You need to go from 70 mph into a tiny left-turn lane in order to execute a safe turn. If there is another car waiting to turn left going west-bound sitting front of you, you CANNOT SEE ONCOMING TRAFFIC in order to make a safe left turn.

	This is because the two left-turning cars are too close together. As you might have gathered, I use this intersection every day and it stresses me out. Thanks for listening.
11	traffic circle at hwy 97 also.
12	I access the Burgess/97 and Rosland/97 intersections daily. I would say that these 2 locations would benefit from lights. I do not think most than two lights would be necessary. I really like the turn lanes on the other 97 access points. I also think it would be VERY necessary to have a short "on ramp" to gain speed. It wouldn't need to be long. There are these types of Hwy 97 entry points in Bend.
13	See previous comments.
14	I don't see anything to deal with the at-grade railway crossing. What is the plan for that? Sure too bad about the failed attempt to fix this issue. Will that structure remain, or be torn down eventually?
15	Seriously, do you realize how many boats and trailers, rv's, campers etc. Use burgess road to the lakes? Roundabouts are difficult to maneuver in long vehicles or vehicles that are towing a fifth wheel, camper, or trailer. What a waste of transportation dollars. Leave the light. This is one slick intersection in the winter, you'll have multiple vehicles off the road. If you want to improve this intersection, invest in a heated roadway.
16	Too much traffic @ Huntington and burgess. Leave the light.
17	Huntington & Memorial round about.
18	Round about at Burgess and Day Rd.  Stop light at 6th St and Hwy 97.  Why not consider doing the same construction design on hwy 97 and Burgess/ Hwy 97 and Rosland (connect the two) as it was done at Hwy 97 and Sunriver exit?
19	I support all but the roundabout at Huntington/Burgess. The current traffic signal works well, and traffic does not back up. Many people don't know how to navigate a traffic circle, and I think it would simply make traffic more problematic at this intersection.
20	How to improve traffic at the Railroad intersection so traffic isn't being stopped by the Train.
21	no
22	No
23	Traffic lights on Rosland and 97 will back up into the railroad.  Circle on Huntington and Burgess is unnecessary - you have a traffic light there that works just fine

**Concept Development Newsletter**

1	a fourway stop at Burgess and Day/Pine forest
2	A four-way stop light @ the intersection of Burgess & Day roads in LaPine. The recent improvement is an abomination!
3	a stop light at Fennley Butte and 97 , about burgess 97
4	absolutely, on Day & Burgess. A 4 way "light" for cars. No one seems to know anymore who has the right of way. I've talked with people saying what should be there.

5	Along business that are North- the driveways are challenging
6	Also couldn't some of the concrete from the abandoned bypass near bugess be used for some barriers dividing 97 north and south?
7	as far as walking and biking paths are concerned they don't generate any revenue and expendible for these proposal ingeneral. Be very low pressing aliment walking and biking traffic along 97 from reed to Wicki up is nominal as it is that traffic along Huntinton.
8	Burgess and Day Rd. possible traffic light
9	Burgessand Day is still a problem, Rosland and 97, Burgess and 97is big problem try to turn onto foss try to turn laft an finly Butte and 97. try to turn left at 6th and 97
10	Day & Burgess, and also perhaps Burgess & HWY 97
11	Even though they did improve Day road/Burgess intersection. It is still Dangerous - A light or traffic circle would have been a vast safety improvement!!
12	Finley Butte Rd & 97. There needs to be a light there after putting in crosswalk the big trucks turn left block traffic they are too big to go into the center lane. Its not safe to turn left you can wait there up to 5 minutes to turn this is a very dangerous intersection. 97/Burgess needs an overpass for train & traffic lights @ Burgess & 97
13	Highway 97 with very few safe intersections or exits.
14	HWY 97 and State Rec. Rd.
15	If not a circle then traffic light on Burgess and 97 and realign Rosland to Burgess south of Gordy's Truck Stop
16	Intersection of Pine Forest Dr Burgess and Day road
17	it is dangerous to check my mail with 8 intersections going on there at the mail boxes! Kristen Garcia! Skidgel Rd. 27 years!
18	Make highway 4 lain (lane?) over tracks
19	Must ("alto"?) signs & roundabouts!
20	Need a traffic light control at the intersection of Day Road and Burgess Road. Many near misses- very heavy traffic and hazardous. Thanks for listening!
21	NO
22	NO
23	Not until it is corrected. Day & Burgess (intersection confusing)
24	OK
25	One roundabout. Same as #1 but replace the stop light south La Pine this would be the same as sisters round about.
26	Overpass at Vandervert Rd.
27	Please separate N&S lanes w/barriers and providing a sholder- the dangers between La Pin and Sumuer profession from moving here.

28	Please, no roundabout on burgess and Huntington. Traffic light is all we need, roundabout suck every place.
29	Put a traffic light at Rosland Rd
30	Redo the Eastside to match improvements on HWY 97's westside from N/O 1st to S/O Finley Butte Rd.
31	Roundabout at Brugess Rd. and Day RD.
32	round-abouts
33	same as above
34	Same as above
35	Something needs to be done at Day Rd- Burgess Rd intersection
36	Stop light at Huntington Road and Highway 97
37	stops light by Les scheab. And by the sherriffs office.
38	The intersection at 97 & 6th street in LaPine badly needs a stop light.
39	The intersection at Burgess/Day Rds. The new "improvements" have only made it more dangerous to enter traffic.
40	the intersection at Gordys Truck stop. Getting in is a problem but as merchas seperating is.
41	the overpass (above) would reduce the need for left turns across traffic to enter HWY 97. From Burgess RD and Rosaland Rd.
42	truthfully from the welcome to La Pine sign all the way throughtown should be reduced speed. We have only lived here for a year and we have NEVER encountered driver that seem to think they are entitled to ride your bumper and Blast pass you @ 75+ mph. Like in Deschutes County! La Pine is not just a spot in the road- its a growing town and should be respected by dirvers on HWY 97. ALso people wont stop at local businesses.
43	two left turn lanes for vehicles northbound on huntington turning onto burges rd westbound. No turn on red burgess eb turnnung onto huntington SB. Keep huntington rd north of burgess the same- exept add speed limit signs ther are none now.
44	what ever is planned should have studies of the area before a million plus "mistake" is made. Any normal educated adult would know that that area was a lake bed and not stable!
45	Yes a light at 6th St. and HWY 97. We have several businesses in that area and during heavy traffic on HWY 97 plus people shopping it can be difficult making left turns off 6th onto 97.
46	yes Burgess Rd
47	YES close off lane at Chevron Presently.
48	yes- Day Rd of Burgess and Pine Forest - where stop signs are worthless- as people just turn infront of people anyway.
49	Yes Finley Butte & HWY 97
50	Yes Vandervert Intersection.
51	Yes!!! ALL major subdivisions and roads interersecting HWY 97 ned to have left and trun lanes. All of them from the California border to the Washington border .

52	Yes, above.
53	yes, the intersection of Burgess and Day Rd. (stop light)

## Do you have additional comments on the Wickiup Junction Refinement Plan?

### Virtual Workshop

1	<p>I don't see how this plan would address The dangerous railroad crossing over hwy. 97 at Wickiup Jnc. If it was important enough to spend millions in taxpayer dollars 7 years ago isn't it still a serious issue that needs to be addressed? We don't need biking and walking paths we need a safe railroad crossing! I think this whole plan is a travesty designed to divert the public's attention from the colossal engineering blunder ODOT made on the original overpass. If you waste millions more of taxpayer money without fixing this problem you should all be ashamed of yourselves. And someone should be held accountable. By the way. I am also sending this to KTVZ.</p>
2	<p>Keeping the speed limit through Wickiup Junction and La Pine at 45 MPH and removal of the passing lane on 97 between Wickiup and La Pine.</p>
3	<p>Yes, We have seen that a signal at Burgess Road would greatly decrease likelihood of automobile accidents and pedestrian injuries and/or fatalities.</p> <p>We like the idea of reducing the speed limit through La Pine, especially if it is decided that the passing lanes on Highway 97 are turned back into single lanes.</p> <p>The intersection at Frontage Road at 97 not via Rosland Road would be better served by a right turn only option or a blinking crosswalk light in addition to reduced speed limit of 35 mph through the business area North. I still prefer this speed limit (35 mph) through the entire area within La Pine city limits on Hwy 97.</p>
4	<p>Yes</p>
5	<p>I support the idea of narrowing lanes, particularly coming into and out of La Pine. La Pine is a "Highway 97" town, and while turn lanes are available they are too short, and congested due to the number of businesses and streets accessed in a small area. If traffic could be slowed down further outside of town on both ends, drivers would recognize they need to be alert, and are entering a business district. At some point in the future, traffic lights will be necessary at 97/Huntington, or a traffic circle.</p> <p>The Burgess/Huntington intersection needs attention! Too high of speeds from all directions, plus blinking yellow turn signals (which we like, but we watch others push) make this a dangerous spot. Traffic must be slowed down, perhaps by narrowing or modifying shoulders in a way which creates a more "urban" aesthetic. Street lights and meridians may help here. Even signage or attractants which indicate folks are still in a "city limit" area, or will be entering one soon.</p> <p>Huntington is a high speed, mostly two lane rural road which needs to be modified before more development and traffic volumes increase. Similar approaches as described above would help, as would blinking yellow lights at major intersections, particularly at night,</p>

	<p>wintertime driving conditions. Need to transition from rural to urban interface.</p> <p>Highway 97/Vandevert is probably the highway priority after Wickiup Junction. From this intersection, south, traffic needs to be managed, slowed down. Unfortunately, too many drivers average 75 mph or more in 65 mph zones, which is too fast in this section.</p>
6	<p>I support the idea of narrowing lanes, particularly coming into and out of La Pine. La Pine is a "Highway 97" town, and while turn lanes are available they are too short, and congested due to the number of businesses and streets accessed in a small area. If traffic could be slowed down further outside of town on both ends, drivers would recognize they need to be alert, and are entering a business district. At some point in the future, traffic lights will be necessary at 97/Huntington, or a traffic circle.</p>
7	<p>The additional collector roads between Burgess Road and Crescent Creek and east/west between Burgess and 1st are to the benefit of one specific developer and are not needed - and have the largest cost. These should be eliminated. Also, walking/biking paths along US97 between 1st and Burgess should be rerouted off of the highway. Narrowing of lanes on US97 is a bad idea - especially if including pedestrian traffic in the area. Frequent snow/ice conditions require a little more space for safety and pedestrian traffic in close proximity is not safe in those conditions.</p>
8	<p>You need to put a overpass for the train at Burgess and highway 97. Then put in a traffic light at Burgess and Highway 97</p>
9	<p>NO ROUNDABOUTS IN LA PINE!</p>
10	<p>large traffic circles instead of lights.</p> <p>remove passing lane between wickiup and la pine.</p> <p>multi use foot bridge over hwy 97.</p> <p>local traffic bridge over hwy 97.</p> <p>Why not complete the abandoned overpass, bring in adequate fill dirt, just because the ignorant civil engineers originally attempting this project could not figure out how to stack dirt, does not mean it can not be done.</p>
11	<p>What about the railroad crossing?</p>
12	<p>Expanding LaPine to the north is an amazing idea. It will help bring in new residents and business in. Those who can't afford Bend or want a smaller town but still work in Bend will have more motivation. I would also love to see all the current business and new construction to have a cohesive look. The look that Sisters Has as you drive through invites travelers to stop. La Pine deserves that sort of attention!!</p>
13	<p>Add lighting to the multi-use path for safety at night, and continuity between north and south La Pine.</p>
14	<p>If your taking out the stop light at Burgess &amp; Huntington how about moving it down to Burgess &amp; Day? To me it looks like the improvements to 97 intersection safety would still require stop lights so why not just put in stop lights at the current intersections &amp; call it a day?</p>
15	<p>We sure need it</p>
16	<p>Something is definitely needed to improve safety and flow in this area, and I appreciate the thought that went into this. I would love to see more paths between La Pine and the Junction to increase development and flow along this area.</p>
17	<p>Re-route the first section of Rosland Road to go past Gordy's Truck stop, so that it comes out (and starts) opposite Burgess Road. Then install either a traffic signal or a</p>

	roundabout to allow safe traffic flow. Simple, cost efficient, and safe, at a fraction of the cost of an overpass that did not work.
18	Put some boots on the ground in La Pine with eyeballs to see the traffic backups when a stoplight is put in... and then see how putting up to two more lights on both sides of the railroad crossing will put traffic backed up over that crossing! Really?
19	Two words. Soil testing.
20	no
21	No
22	This is a very difficult website to understand . You fail to give clear explanations and maps are hard to make out what you are trying to convey.
23	Traffic signals would be great. People drive to fast through there. Signals would slow them down. A signal at Gordy's and 97 and one at Wickiup and 97.

### Concept Development Newsletter

1	(see pdf of comment for illustration) LaPine is too spread out to have any use of these (walking and biking facilities) - -Add St Rec RD merge Lanes - Add passing lane longer at North end - Remove current Rosland access to 97 - Have new Rd behind Gordys and match to burgess - New traffic light - Keep Passing lanes
2	1. the Speed is too high. 2. OR they wont stop of it's too hard to get back on the roads, due to dangerous intersections and speeding traffic.
3	change bugess a lieve to pay for bypass lane.
4	I need to put things the wrong areas- needed more room.
5	New intersection at Wickiup Junction (drawing of map with what they think it should look like)
6	P.S.: F...KATIE BROWN
7	PLEASE NOTE: Pam Lane and Tracey Road are not specifically identified on the small map - difficult to determine what is planned.
8	Plases no more Wickiup Junction Boundoggles, you wasted 20 million of our money there, abolish ODOT!
9	Quit wasting our money
10	SAVE TIME & MONEY JUST DO A BYPASS!!
11	So you have no funding for stamps?
12	Thank you !
13	what is in store for 17,000,000 (brock?) then I could make better ideas
14	your welcome,Gordon R. Simeral :)

# Appendix B: Email Comments

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1	<p>Email response to Tell us what you think</p> <ol style="list-style-type: none"><li>1. Build Darlene way into a truck bypass</li><li>2. Improve road on West side of Deschutes from Sunriver to Bend</li><li>3. Second outlet to Lazy River South (Pass thru from Day and southern bridge would be great)</li><li>4. Roundabout at Day and Burgess.</li></ol> <p>I grew up when the freeways were being built in the Mid-West. All the small towns protested being bypassed but they all grew and greatly expanded.</p>
2	<p>Thank you for checking into the problem with the link.</p> <p>I have reviewed the information in the link and the .pdf document I found late yesterday afternoon. The Hwy 97/Burgess Road intersection has been a problem for decades - I have lived here most of my nearly 45 years, and my parents were once involved in the Ambulance department, and have told me horror stories of calls they responded to at the railroad tracks. Feasible, long term solutions are overdue.</p> <p>Overall, I like the plan. However, the roundabouts on 97 are a bit concerning. Northbound traffic that is 'passing through' and encountering these structures pose a threat. How many commercial drivers know how to navigate roundabouts? I know they work in Sunriver, and residential areas of Bend, but the larger 'distribution' style streets I experience issues with people (many out of state license plates) who do not understand how to use them properly. I fear that in this respect, solving a problem at one intersection could simply be moving it to another.</p> <p>Thank you for your time.</p>